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# Hongkong Daily Press.

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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## NOTICE TO CORRESPONDENTS

ONLY communications relating to the new columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of *The Daily Press* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Litcher's P.O. Box, 33. Telephone No. 12

## BIRTHS.

On the 6th March, at "Scramble House," Sandakan, the wife of P. BERTAS, of a daughter. On the 27th March, at Lahat Duto, the wife of A. JAMBER, of a son. On the 1st May, at "Inverloch," Scotts Road, Singapore, the wife of A. EMERIE BENZIE, of a daughter.

On the 2nd May, at Lucille Cottage, Bukit Timah, the wife of J. W. R. SCOTT, of a son.

## DEATH.

On the 30th April, at Kramat Road, Singapore, Mrs. M. RYAN, aged 73 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 12TH MAY, 1904

It is not often that Indian papers trouble themselves to comment on the affairs of Hongkong. Occasionally only do we remember seeing mention in the *Times of India*, one of the best known of them, of this Colony, and then it has generally been when our Bombay contemporary has chosen to refer, somewhat slightly, to the outcry made by Hongkong journals about the ravages of plague here. To Bombay our plague sufferings in the past have seemed slight, reckoned merely numerically and without regard to the effect on the trade of this port, one of the great clearing-houses of the world. However, just about a year ago, Mr. FRASER, the Editor of the *Times of India*, paid a visit—his second, we believe—to Hongkong and wrote for his journal a very able article on this Colony, in which he dwelt with insistence on the need of an European reservation for Hongkong. We see in one of the latest numbers of the *Times of India* an article entitled "A Lesson from Hongkong," in which the writer discusses our Peak Reservation Ordinance with the highest approval and holds it up for the emulation of Bombay. Our contemporary takes some credit for having stirred up public opinion in Hongkong on the subject last year. In justice

to ourselves we must point out that the question of an European reservation is one on which we have always taken a firm stand, and that it is hardly just for the *Times of India* to say in this connection that "what was everybody's business ended in being nobody's business in Hongkong." The case was rather that no attempt was made to reserve the Peak district until it was judged that this district was actually threatened. Previously there was an agitation in favour of an European reservation in Kowloon—for a less wealthy class of Europeans than those of the Peak, it will be understood—but there was a distinct feeling against this among the home authorities, and no reservation has been sanctioned. With regard to the Peak we still await the decision of Downing Street, not without hope, seeing that the local Government has lent its support to the petition and that the respectable Chinese have concurred in the wisdom of the measure. We are glad, however, to see that we have the support of the *Times of India*, the writers on which see in Bombay conditions at least analogous to those prevailing in Hongkong. They are able to recognise how imperative it is to the health of European residents in the tropics—and, in particular, European women and children—to live under conditions somewhat, even if remotely, resembling those of home, and not amid crowded Eastern surroundings. They recognise that it is not a matter of race at all, merely of health of the Europeans, who after all must be considered the backbone of the Colony, and whose predecessors from home, as the *Times of India* points out, sacrificed their lives in hundreds at a time when the risks of life in the tropics were less understood and guarded against than they are to-day. Is it too much to hope that the home authorities will be able to see facts as our Eastern neighbours see them and to admit that in our petition we have only asked for sanction to a measure which will secure the best interests of the Colony?

For the first four months of this year the total rainfall was 5.88 inches. In the corresponding period last year the total was 8.86 inches.

The death is announced of Mr. Alister R. Clarke, of the B. N. Borneo service, at Jesselton, on the 4th April, after a few days' illness of pneumonia.

Siam seems to have been favoured with the rains which are overdue here. The total fall for April at Bangkok was expected to show an unusual number of inches when the total for the month was made up.

An Allahabad telegram dated the 22nd April says:—It is understood that transports will shortly be taken up for the return of the troops from Somaliland, as the Home Government have decided that operations shall be closed next month.

In the typhoon which devastated Cap S. Jacques on the 2nd inst. a French soldier and a number of natives were drowned; considerable damage was done to the town. The residences of the Governor-General suffered considerably, and nearly all the European houses were inundated.

Mr. T. F. Carlisle, who has for many years been associated with the British Legation and Consulate at Bangkok, is leaving the Siamese capital. It has been resolved to establish a British Consulate at Hanoi, and it is understood that Mr. Carlisle will be the first British Consul at the port.

From the *Peking and Tientsin Times* we see that the Dallas Company's total receipts in Tientsin for seven nights were \$8,999, but on the last night a number of complimentary tickets were given to the guarantors and their friends. The Company only plays four nights in Shanghai.

The *Universal Gazette* now hears that since Viceroy Wei, of Nanking, refused to appoint an official to take charge of the improvement of the Whangpoo with other foreign officials, he proposes now to ask the Senior Consul of Shanghai to inform the Consular Body, who in turn are to inform their respective Ministers at Peking, that China would undertake to obtain the necessary funds herself to carry out this work within a certain period. The *Gazette* remarks that the Viceroy's proposal is certainly preferable to carrying out the work jointly with foreign officials and partly with foreign capital.

Quite an exodus from the Colony took place on the C. P. Co. s.s. *Empress of Japan* yesterday. By it, among others, Mr. R. F. Johnston, up to now Acting Assistant Colonial Secretary and Clerk of Councils, left to take up the post of Secretary to the Commissioner of Weihaiwei. Mr. Johnston, in his comparatively brief career here, has proved himself a man of exceptional ability, and has been honoured with the esteem of a Governor and two Acting Governors—no small tribute to his merits. It is to be hoped that he is not lost to the Colony permanently.—There also left, on a year's holiday, Mr. D. E. Brown, local Superintendent of the C. P. Co., who intends to spend some time in Canada. A number of other residents departed by the same boat on short holidays.

Harmon's Circus was to arrive in Singapore yesterday.

Mr. W. A. Carlson has been promoted to the substantive appointment of Harbour Master at Shanghai.

Four more fatal Chinese plague cases were reported yesterday, two bodies being found, one at Yau-mat, and the other in Hospital Road.

The services in St. John's Cathedral to-day (Ascension Day) will be as follows:—Holy Communion, 8 a.m.; Matins and Holy Communion, 11 a.m.

We received yesterday some copies of the *San Francisco Chronicle* and *Call* for December, which apparently were despatched by some sailing-ship. They must have done a smart voyage across the Pacific.

A special cablegram to the *Englishman*, dated London, 26th April, says:—The tea trade considers that the refusal to increase the duty on coffee and cocoa intensifies the injustice of taxing tea. The opposition to the tea tax is growing and a close division is expected.

The latest Shanghai papers record the death of two well-known residents of the port on the same day. Mr. Rufus F. Eastlake died suddenly on the 5th inst. from heart disease. Mr. Edmund H. Gore Booth, who of late years has carried on business as a bill and bullion broker, died the same date. Both Mr. Eastlake and Mr. Booth could claim more than forty years' residence in China. The death of Mr. I. E. Avery, formerly U. S. Vice Consul-General at Shanghai, is also chronicled. He died in North Carolina.

Though the imposition of the war tax a few years ago in England proved a great stimulus to the China tea trade, Ceylon tea-merchants express the opinion that the increased duty of 2d. per lb. might tend to keep China tea out of the British market. We cannot follow the reasoning. With an eight-penny duty it will probably be impossible to get the shilling packet any more, but we are inclined to endorse the opinion of a Ceylon merchant who says the increased duty will lead to a greater run on cheap teas, "and that might let in more Chinas."

The *Siam Observer* understands that an action has been entered at the British Consulate, Bangkok, against Mr. Thomas Jones, Agent of the Chartered Bank, for 3,000 teals damages for alleged malicious prosecution, by Chua Hok Chong, the ledger-clerk. It will be remembered that about the 25th March Chua Hok Chong was arrested on a charge of forging and uttering of a cheque for 12,000 teals, but, after being remanded in custody several times and then liberated on his own recognisances, the charges were not sustained by the evidence adduced by the prosecution and accordingly were dismissed.

We take the following telegram and footnote from the *N. C. Daily News*:—"Kobe, 5th May. Mr. A. W. Curtis, Editor of the *Kobe Herald*, has been fined. The prosecution was the result of a statement in his leading article on the 27th ult., that the squadron in the Sea of Japan had left China in the week before. He has appealed." The following was the offending paragraph, but no offence could well be slighter: "Vice-Admiral Kamimura's fine homogeneous squadron of six armoured cruisers is somewhere in the Japanese Sea—it was reported to have left China in six or seven days ago, presumably for Vladivostok or the near neighbourhood, it being obviously necessary that the enemy's squadron at Vladivostok should be either bottled up or smashed up."

Among the passengers for England by the C.P.R. Co.'s steamer *Empress of Japan*, which left here yesterday, was the Hon. C. W. Dickinson, senior partner here of Messrs. Jardine, Matheson, & Co., and Mrs. Dickinson. Mr. Dickinson has, during his management of the firm, displayed great sagacity and business ability united with untiring application, and his devotion to business has rendered a change necessary, as his health has suffered considerably from the strain. He is succeeded by Mr. W. Jardine Gresson, who has already been elected to the Chamber of Commerce Committee, and will no doubt also take Mr. Dickinson's seat in the Legislative Council. A large number of their friends went to the wharf and to the steamer to wish Mr. and Mrs. Dickinson bon voyage.

Not the least remarkable instance of Japanese ambition in Corea, says the *Times* correspondent, is the railway by which they design to connect Fusan with the capital of the country, and in time to extend to the regions lying to the north of Seoul. Ultimately it is the intention to effect a junction with the Siberian railway beyond the Korean border; but there is little possibility of such a consummation whilst the Far Eastern question remains in its present unsatisfactory state. At Fusan 40 miles of the railway are complete and 15 miles open to traffic. About the same distance is complete at the Seoul end, 25 miles being open to the public. Throughout the whole 250 miles the track has been advanced to such a stage as permits of rapid construction at both ends. It is expected that the line will be open to traffic by the autumn of this year. [This was written over a month ago, of course.] It is significant of the tendency of American iron to supplement British in markets where the latter until recently has been supreme that all the beams and girders for bridges, the wheels for rolling-stock, and the locomotives are being imported from the United States, whilst England has to be content with the furnishing of the rails; Japan herself is constructing the cars.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

## THE WAR

## RUSSIAN HEADQUARTERS WITHDRAWN.

LONDON, 10th May, 10.55 a.m.

The Russians have withdrawn the Viceregal headquarters in Manchuria to Harbin.

## DISAFFECTION IN SOUTH RUSSIA.

LONDON, 10th May, 10.55 a.m.

Grave anxiety is being caused at St. Petersburg by the disaffection in South-Western Russia.

## RIOT AT CHINKIANG.

## SEVERAL CASUALTIES.

SHANGHAI, 11th May, 8.22 p.m.

A riot took place at Chinkiang to-day. The mob burned the quarters of the newly organised police force. Several were killed and wounded.

## THE ALLEGED SEDITION TRIAL.

## GOMEZ ACQUITTED.

MANILA, 11th May, 8.56 p.m.

Dr. Gomez has been acquitted.

## OBITUARY.

## DEATH OF H. M. STANLEY.

LONDON, 10th May, 10.55 a.m.

Sir H. M. Stanley, the South African explorer, is dead.

[Sir Henry Morton Stanley was noted among African explorers, not least as the rescuer of Livingstone. Perhaps no man living knew more about the "Dark Continent" than he. The following publications were the work of his pen:—*Congo and its Free State*; *Cosmotheism and Magdala*; *How I Found Livingstone*; *In Darkest Africa*; *Through the Dark Continent*; *Through South Africa, 1888*. Included amongst Sir Henry's numerous titles were:—G.O.B.; D.C.L.; LL.D. He was born in 1841; and married the daughter of the late Mr. C. Tennant, Governor of Congo.—Ed. D.P.]

## REUTERS' SERVICE.

## RUSSIAN LOSSES ON THE YALU.

LONDON, 9th May.

An official Russian statement gives the Russian casualties at the battle of the Yalu at 70 officers and 2,324 men killed and wounded.

## BRITISH PRESS ON THE WAR.

LONDON, 9th May.

The *Daily Telegraph* says the campaign has been conducted by the Japanese with a brilliance almost unparalleled in war. Japan's success is due to the consummate combination of naval and military action, which even England has never rivalled. The Japanese successes of the last three months are even more marvellous than those of Germany in 1870. The *Standard* says there have been few finer feats of war than the blocking of Port Arthur.

## EVEN GERMANS ADMIRING.

LONDON, 9th May.

There is a universal chorus of eulogy of the masterly strategy of the Japanese combined with swift unflinching execution. Even the *Gorman Press*, which has hitherto been the most reserved, cannot withhold its tribute of praise and admiration.

## THE JAPANESE LOAN.

LONDON, 9th May.

The Japanese loan, which was expected to be issued last evening, was quoted on Saturday at 22 per cent premium and yesterday at 3 per cent. An unqualified success is assured.

## GERMAN SOCIALISTS ON THE WAR.

LONDON, 9th May.

In the Reichstag, Herr Bebel attacked the pro-Russian attitude of the Government in regard to the war. He declared that the Kaiser's telegram of sympathy to the Tsar on the occasion of the Petropavlovsk disaster in no way reflected the feeling of the nation. Count von Bülow denied that the Kaiser's telegram was a departure from neutrality, and regretted that the dissenters of a neighbouring friendly nation had been the object of malicious articles and caricatures by a portion of the German Press.

## THE FEELING IN RUSSIA.

LONDON, 9th May.

The Japanese successes have caused a feeling of apprehension in Russia, and the General Staff declare that the latest developments assure a long and bitter war.

## WAR NOTES.

## TELEGRAMS.

We take the following from the *N. G. Daily News*.

"Tokyo, 6th May.—The Japanese officers and scouts marched on the third of May to Tang-shangcheng (rather more than half-way between Chiencheng and Fengwangcheng), after a serious engagement with Russian cavalry, and are pressing on to Fengwangcheng. According to a native report, the Russian infantry at Tangshangcheng on the 1st instant opened fire on the Russian infantry retreating from Kiuliencheng, mistaking them for Japanese, resulting in 100 being killed and 70 wounded."

"Tokyo, 6th May.—The N. Y. K. S. *Kaga Maru* ran aground on the 4th instant at the naval landing base, but was got off the next day."

## RUSSIAN FORCES IN MANCHURIA.

Reports received by the Military Intelligence Department of Viceroy Yuan Shi-kai at Tientsin, sent by officers detailed for the purpose, make the total number of Russian troops in the three Manchurian provinces and Eastern Siberia as follows:—170,000 infantry, 17,000 cavalry, and 256 guns. Of this number 20,000 infantry, 5,000 cavalry, and 32 guns are in Eastern Siberia, the rest being concentrated at Harbin and the vicinity of Moukden.

## SACRIFICE OF JEWELRY IN JAPAN.

So many objects of gold have been lodged by private individuals with the Bank of Japan for the purpose of strengthening its reserves that leading journals are beginning to cry out. There have been some interesting incidents connected with this movement. In the strong-room of certain noble families stores of old coins and gold ingots have been found which had lain undisturbed for periods varying from 60 to 300 years, having been originally destined for use in war or granted in recognition of some meritorious deed. That these should cease to lie uselessly idle is advisable. But it is different with jewelry and objects of art which could not be broken up without foolish sacrifice. The Empress herself has sent a quantity of valuable jewelry to the bank, and when such an example is set something like a mania is pretty sure to set in. The bank, indeed, is understood to be framing rules for the safe custody of all such objects, and will engage not to break them up except in case of dire necessity. But the thing is either a farce or a reality, and if the latter, then it is time for sober folks to protest, especially as a very false impression may be created about the financial situation. The bank is in no want of such extraordinary aid. Its paper issues aggregate 224 million yen—being two millions less than its legal limit—and it has a gold reserve of 103 millions. In 1899, on the contrary, the note issues were 228 millions—41 millions above the legal limit of that time—and the gold reserve was only 67 millions. Yet in 1899 no one entertained the smallest apprehension about the financial situation. It is one of the idiosyncrasies of the Japanese to be carried away by impulses which appeal to their sense of duty or patriotism.

## THE TSAR'S JOURNEY TO THE FRONT.

"God is so high and the Tsar so far," says the Russian peasant, and there is something to be said for the traditional practice of the Russian Tsars to accompany their armies in the field and decide vexed questions off-hand by a word from which there is no appeal.

## JAPANESE AND RUSSIAN RIFLES.

M. Souvercoff, writing in *L'Illustration*, gives a most interesting comparison of the rifles carried by the Russian soldier and the Japanese. As to the mechanism for loading, the advantage is conceded to the Arisaka weapon, which, however, has the drawback of being more difficult to clean. The striking differences are first that the Russian ball (German silver) weighs 14 grams and the whole cartridge 26 grams, whereas the Japanese ball (hard lead) with a covering of German silver weighs only 10 grams and the cartridge has a weight of 22½ grams. The meaning of these things is that a soldier who carries 100 cartridges into action is weighted to an extent of only 2,250 grams in the Japanese army, whereas the corresponding figure in the Russian army is 2,600 grams, the Japanese soldier's load being thus lighter by 350 grams. In other words, the Japanese can take into action 115 cartridges against the Russian's 100. But of course the lighter bullet is not so accurate in its flight, especially in windy weather. The second point is that whereas the initial velocity of the Russian bullet is only 620 metres, the velocity of the Japanese is 725 metres; whence it results that while the zone of maximum danger for the Russian weapon does not exceed 500 metres, it is nearly 700 metres for the Japanese, and the penetration also of the latter is much greater. From these facts the French expert concludes that the Japanese arm "will be very dangerous at ordinary combat distances and that the great tension of the trajectory will give the Japanese a superiority which their adversaries will be obliged to consider." In the case of each alike the magazine contains 5 cartridges, and the rapidity of fire is the same. So also is the weight of the piece, which fact is thought to be in favour of the Russians, who are bigger and stronger men than the Japanese.

## AMERICAN OPINION [?].

The following is an extract from the *San Francisco Argonaut*, though that it represents American opinion regarding the war is open to doubt:—"As long ago as October the *Argonaut* said that 'probably the average American, if asked which of the two nations he would rather see victorious, would say Japan.' But we went on to say that there was 'another and perhaps farther-seeing view' of the situation. We said that 'after all Russia is white'; that her course in Manchuria, while bad, was little worse than England's in Egypt; that at heart the Oriental disliked the Occidental and always would. It is

interesting now to note that the trend of sentiment has been along these lines. The first impulse was to side with Japan; but for two weeks now, both in this country and in England, the pendulum has been swinging the other way. Friendly letters have passed between King Edward and the Tsar. The friendliness of Russia to us during the Civil War has been cited here with good effect. It is noted that the commercial journals of the country are not at all inclined to favour Japan. Eastern newspapers are hastening to correct their first partial utterances. Evidently a saner view of the war will from this time on prevail."

## NAVAL NOTES.

## THE "CALLAO."

The United States gun-boat *Callao*, Capt. Miller, arrived from Wushow and San Sui yesterday, having experienced moderate weather.

## THE "ADAMASTOR."

The Portuguese cruiser *Adamastor* has been undergoing a docking at the hands of the Hongkong and Whampoa Dock Co.

## PROSPECT OF NEW SHIPS.

There are plain indications that the first result of the present war in the Far East, like that of the war of 1894-5, will be to stimulate the shipbuilding programmes of the Great Powers. A new German programme is in preparation, and it is now known that a large Russian programme is contemplated, apparently in addition to the programme of 1903, which has not as yet been entirely carried out. It is reported that the new programme will consist of eight first-class battleships, and as many armoured cruisers, with a large number of scouts and destroyers. Obviously the rapid execution of so vast a plan as this programme involves will depend on the finances of Russia, and will have to be spread over a long term of years, even if, as has been stated, a number of units are built in Germany.

## HONGKONG IN QUARANTINE.

The Colonial Secretary's Office sent us yesterday a copy of the following telegram from the Secretary to the Government of Burma dated Rangoon, 11th May:—"Hongkong declared infected. Inform shipping firms."

## THE "PRONTO" SAFE.

The Hongkong office of the Hamburg-America Linie kindly informed us that the German steamer *Pronto*, Capt. Grandt, which was rumoured to be lost, arrived safely yesterday morning at Ningpo.

## NOTES FROM THE BOTANIC GARDENS.

*Gardenia florida* is perhaps one of the most attractive flowers with which the Far East has enriched English gardens. It grows wild out in China and Japan, but in consequence of its fragrance and beauty spread long ago in cultivation to other parts of the world, though how and by whom carried we cannot say. But when the light of accounts lately dawned upon the world it was found already in India, Ceylon and at the Cape. China was not even recognised by Linnaeus, writing in the middle of the eighteenth century, as one of its sources. It was first introduced to England from the Cape and known as Cape Jasmine. It was named *Gardenia* after a certain Mr. Alexander Garden, a doctor of Charleston, Carolina, at this time, and the scientific name has gradually supplanted the more popular one.

In China, curiously enough, the *Gardenia* is not valued for its scent. "Too small" is the usual verdict. The fruit is used for medicine under the name of Wong Tse, and a yellow dye is extracted from the seeds and used for colouring food.

In Hongkong, as everyone knows, the shrub is one of the chief ornaments of our much-favoured flora. Its stately white flowers are already appearing in every little patch of bushes on the hill-sides, and it will continue to brighten our country walks for many months to come.

## JAPANESE NATIONAL HYMN.

The Russian national hymn is quite a modern production, while the Japanese is, on the contrary, the oldest existing, known as the "Kimigayo." Translated into French it is as follows:—

Que de souverain  
Mille ans dure lo règne  
Puis encore huit mille ans,  
Tant que les pierres ne seront roes,  
Ni très épaisses les montagnes!  
Put into English prose it can read:—  
"May the reign of our sovereign endure for a thousand years, and for eight thousand more beyond that, until stones are not rocks any more, nor moss any longer grows thickly."  
The *American Sun* humorously puts it into this form:—  
"A thousand years may our sovereign reign,  
And eight thousand more with never a pain,  
As long as the pebbles don't grow to be boulders  
As long as the moss doesn't reach to our shoulders!"

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 11th at 11.25 a.m. The barometer has risen in the north of China and fallen elsewhere, particularly near the estuary of the Yangtze. The depression, first noted on the 9th, has moved in a SE. direction, the centre being now to the westward of Kinsui.  
Gradients are moderate on the China Coast and moderate SW. winds may be expected in the Formosa Channel, and light S. to SW. winds in the northern part of the China Sea.  
Forecast:—Light S. winds; cloudy, fair.



## SUPREME COURT.

Wednesday, 11th May.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUNISH JUDGE).

## A COMPROMISE CLAIM.

Yau Wo Tong Sing, complainant, 75 Queen's Road East, sued A. Hanart, 43, Des Vaux Central, for \$137.50, being money due for provisions sold and delivered. Mr. P. W. Goldring, solicitor, of Mr. J. Hastings's office, appeared for the plaintiff, and Mr. F. Payet Hott, solicitor, of Mr. G. K. Hall Brutton's office, for the defendant.

Mr. Goldring in his opening address stated that defendant was manager of a cigar factory near the horse works. Plaintiffs were complainants. In March last a Mr. Gabina called at the plaintiffs' shop and ordered provisions for the use of the factory people. The plaintiffs were doubtful regarding Gabina's standing in the factory, and one of the firm went down to see Mr. Hanart, who said he wanted the provisions supplied. Plaintiffs thereafter delivered provisions every morning to Gabina, who called for them, as per pass-book. At the end of the month they asked Hanart for payment, and he said he had paid Gabina every week. Gabina had disappeared. The question was, whether Hanart was responsible for the debt.

His Lordship, after hearing evidence, found that defendant was not the principal in the contract, and gave judgment in his favour with costs.

## MANILA NOTES.

Manila, 6th May.

## OUSTING ROMAN CATHOLICS.

The Penafraia Church case is causing considerable interest here. Eight men are charged with illegally aiding, tolerating, and abetting in an action to force an entrance into the church at Penafraia, and forced an entrance and occupied the house by force, without legal right and deposed the parish priest and his communicants. The Penafraia church has been the scene of several encounters recently, the natives, especially the Aglipay faction, having made repeated efforts to occupy the property and to oust the Roman Catholics from the building without process of law and by force. Among the witnesses was one woman who testified that she was one hundred and ten years old, that she had been a communicant of the church all her life, that it had been dedicated to the Roman Catholic Church, and that they had never had any trouble in church matters until after the man Aglipay was heard from, when his followers attempted to take the property by force.

## AGUINALDO.

Emilio Aguinaldo, former general of the insurgent army and erstwhile president of the Philippine Republic, is, according to the United States papers, planning a visit to the United States this summer. The reported visit is published in the *Los Angeles Times*, stating that a citizen of that town has received a letter from Aguinaldo to the effect that he will visit the S. Louis exposition in the month of July, that he will call at Washington and will also tour the principal cities of the United States. His visit will have no political significance.

## PRIAR LANDS.

The act of the Commission known as "The Prior Land Act," providing for the administration and temporary leasing and sale of the prior lands, has been received in this city. It provides that actual settlers and occupants of the lands at the time of their acquisition by the Government shall have preference over all others to lease, purchase, or acquire their holdings. The bill states that the lands are not "public lands," that the titles and administration are in the hands of the civil government.

## A COAL ROOM.

The Commission has provided for the acquiring of title to public coal-lands in the Philippine Islands. It has enacted a law prescribing the regulations covering the procedure for acquiring title for coal-lands. It is reliably stated that there are good coal lands in thousands, and that the new law enacted by the Commission will give a boom to the coal interests in this archipelago.

## FILIPINOS TO SWING CLUBS.

The Bureau of Public Instruction has decided to adopt a Manual Training Department for the provincial high schools. Equipment has been ordered from the United States for the twelve leading schools, which is expected to arrive soon, and work in the department will be begun with the opening of the next school year.

## RELIGIOUS IMPOSTOR.

Jose Saide, the Filipino who has been representing himself as the "Black Christ," has been charged with estafa. A number of specifications have been filed against the impostor for collecting money from the people who were duped into believing him some great personage. The amounts in the specification range from one dollar to twenty-five dollars, and complaints continue to come in showing that the impostor had made a financial success of the venture. Charges will also be placed against his assistants at an early date, and they will be held awaiting trial before the court of first.

The name "Fushoda" was recently changed into something else out of regard for the sensitiveness of the French, in whom the word arouses memories of humiliation. The *Moscow Gazette* now suggests that the name of Port Arthur should be changed into "Port Nicholas," as its present title is "too English." The Russians need not be afraid that we shall retaliate by altering the title of the "Cosarewitch." Will the Parisians have to follow suit by calling their Boulevard de Sebastopol and Pont de l'Alma by other names?

## POLICE COURT.

Wednesday, 11th May.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

## A GAME OF POKER.

A number of Chinamen were charged with gambling at a house in Possession Street. They said they were playing poker, the same as foreigners, with European cards. When the cards were dealt out four cards of each hand were turned face upwards; one card face downwards. Four aces were, according to their rules, reckoned of greater value than a "Royal Flush."

As a commission was taken on the game, Mr. GomPERTZ convicted the defendants. He fined the house-keeper \$25, and the rest \$3.

## SMOKE NUISANCE.

Mr. Bridger, acting manager of the Electric Light Co., again appeared in answer to a charge of "smoke nuisance." He said that he had been unable to abate it within prescribed time because the Company had had some break-downs. The new machinery would be out soon.

In consideration of the very long notice which had been given the Company to abate the nuisance Mr. GomPERTZ said he would levy a fine of \$60—that was at the rate of \$10 per diem since the expiration of the extended notice.

## A TROUBLESOME SERVANT.

Mr. Haynes, manager of the Hongkong Hotel, charged a boy with leaving without notice. The boy was fined \$10 and also to forfeit April's wages.

## THIEVING RICKSHA-COOLIE.

Two Chinese women hired a ricksha. After driving some distance they ordered a halt, and while in a store the ricksha-man cleared off with a basket of clothes belonging to them. Six weeks' and six hours' stocks.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## CUBICLES.

For not removing certain cubicles in conformity with the new ordinance several Chinese were punished. One was fined \$50, two \$25, and several others nominal sums. Mr. Almada e Castro, solicitor, appeared on behalf of the two that were fined \$25.

## NOT A BIG RASCAL.

One of the smallest men in Hongkong, a Burmese dwarf, together with a Hindoo, were charged with stealing \$50 from a "Bing table keeper" at Yau-mat.

The Hindoo got off, but the dwarf was convicted and sentenced to six weeks' hard labour.

## OPIUM.

Four Chinamen were charged with having opium without a certificate. They were fined \$18, \$40, \$50, and \$92 respectively.

## MARINE COURT.

Wednesday, 11th May.

BEFORE HON. CAPT. L. BARNES-LAWRENCE R.N. (MARINE MAGISTRATE).

## JUNKS.

Three Chinamen were charged with wilfully anchoring their unlicensed junk at a place within the waters of the Colony other than a junk anchorage. It appears they anchored off Kennedy Town after being warned not to do so. Two men were fined \$20; the other man \$10.

## CHINESE DREAMLAND.

In an article in the *Nineteenth Century* on "Chinese Dreamland" Professor Giles tells of Chuang Tzu, the brilliant mystic of the fourth and third centuries B.C. who anticipated Shakespeare's conclusion that we are such stuff as dreams are made of. He taught that this life is really a dream and death is the awakening. Those who dream of the banquet wake to lamentation and sorrow. Those who dream of lamentation and sorrow wake to joy. While they dream they do not know that they dream. Some will even interpret the very dream they are dreaming; and only when they awake do they know it was a dream. By-and-by comes the Great Awakening, and then we find out that this life is really a great dream. Fools think they are awake now, and flatter themselves they know if they are really princes or peasants. Confucius and you are both dreams; and I, who say you are dreams, I am but a dream myself.

Much more famous, however, than the above passage is that in which the philosopher records a dream of his own, from which he gained the sobriquet, now more than twenty centuries old, of Butterfly Chuang:—Once upon a time I, Chuang Tzu, dreamed I was a butterfly, fluttering hither and thither, to all intents and purposes a butterfly. I was conscious only of following my fancies as a butterfly, and was unconscious of my individuality as a man. Suddenly I awoke, and there I lay, myself again. Now, I do not know whether I was then a man dreaming I was a butterfly, or whether I am now a butterfly dreaming I am a man.

Innumerable essays have been written by the leading literary men of various periods upon the fascinating problem involved in this dream, but not one seems to bring us perceptibly nearer to its solution.

A rather novel form of increasing their income has been found by two costermongers in Paris, man and wife, who had the "happy" idea of getting knocked down by automobiles and carriages, and then demanding compensation from the owners. The husband had supplemented his income in the course of a year by no fewer than sixteen street "accidents," while the wife had been the "victim" of four. The frequency of the occurrences struck the police as peculiar, and the couple were watched. Last month they were charged with swindling, with the result that the court sentenced the man to three years' imprisonment, but acquitted the woman.

## FIRE BRIGADE METHODS.

In view of the agitation which has been started by a local contemporary with reference to the improvement of the Hongkong Fire Brigade, a correspondent sends us the following interesting cutting from the *San Francisco Argonaut*:

"Chief Sullivan, of the San Francisco Fire Department, has reported to the board of supervisors that the city is desperately in need of three hundred more hydrants and many water mains. What happened to Baltimore may easily happen to San Francisco, he says, with conditions as they now exist. His statement cannot be denied. He should get his hydrants. More water mains should be laid. Moreover, the city of San Francisco certainly ought to have a complete system of auxiliary high-pressure pipes. Until it has such a system, it will not be secure from a great conflagration. Not only would such a system prevent great fires, but it would lower insurance rates so that every man who carries insurance would be the gainer.

The city of New York, situated very much as is San Francisco, is preparing to install a salt-water system. The pros and cons of the subject have been threshed out in the newspapers. To the chief objection that salt water corrodes pipes, engineers agree in replying that, while this is true of ordinary pipes, linings of copper, galvanized iron, or enamel are sufficiently resistant for all practical purposes. Captain Albert Ross, Government inspector of navy colliers, argues that the linings be of bronze. Moreover, according to New York's tentative plans, there will be salt water in the mains only when there is a fire. Fire-engines will be useless. It is proposed to have one or more central pumping-stations connected with the commercial electric power house of the city. On the alarm of fire, the motors would instantly be set in motion, and the mains filled with an unlimited supply of salt water under tremendous pressure. Philadelphia already has a system of high-pressure fire mains. One station takes the place of forty engines and delivers six streams from every hydrant at a far greater pressure than six engines could throw the same amount of water. The power is supplied by gas-engines, and the maintenance of the \$250,000-plant costs \$11,000 a month. Cleveland uses two fire-boats, which force water from the river into a system of mains at a pressure of two hundred and fifty pounds to the square inch. Each fire-boat equals in efficiency ten engines. Two and a half inch streams have been thrown five hundred feet from the top of the Williams Building. It is sixteen stories high!

"Citizens of San Francisco will have only themselves to blame if some day they look upon their city in flames. Only good luck has saved it thus far. Expansion of the present system to its fullest capacity is worth something, but an auxiliary high-pressure system exclusively for fires—even if it covered only the downtown district—would be infinitely more valuable.

"City Engineer Grunsky, at the request of the supervisors, has now made plans and estimated for an auxiliary high-pressure fire system—not, however, to use salt water. His plans call for a pumping-station with a capacity of 3,000,000 gallons a day, a reservoir on Twin Peaks of 10,000,000 gallons capacity, a pressure relief tank of 700,000 capacity, and the necessary mains. The cost of the whole is estimated to be \$642,000. Of course, fresh water is better than salt for fire protection purposes. The only question is, Is there a sufficient supply for every emergency? As to the relative efficiency of a direct pumping system over a stand-pipe system, it may be remarked that, according to figures at hand, the Philadelphia salt-water pumping plant, costing \$250,000, has a capacity equal to forty engines, for unlimited time, while Mr. Grunsky's plans call for stand-pipes and pumping-station costing something like \$500,000, with a capacity "of twenty engines for sixteen hours." But these are details. The main thing is that an auxiliary fire system be installed with expedition. In Philadelphia, insurance rates have fallen fifteen cents on the \$100 since the system was put in, and a further decrease of ten cents is promised."

## CEYLON TEA FOR RUSSIA.

The fears that were entertained in Ceylon, says the local *Times*, that the war would affect our exports of tea to Russia have completely passed away, and the only difference that the war has made is that the dispatch of tea to Russia has been resumed under the conditions which prevailed before the additional Russian duty drove our tea to abandon the European ports of Russia and to seek an entrance into the Russian market via Dalm. The war, of course, effectually closed Dalm and compelled us to send our shipments back along the older routes in spite of the enhanced duty. Just at first there was some hesitation among local shippers as to what should be done, especially among the Russian firms in Colombo, who could not, during the first few weeks after the outbreak of the war, say what exactly was going to happen. The demand from Russia, however, as represented by orders from Moscow, &c., continued practically unaffected, and, though the Russian branch of the Asiatic Steamship Company suspended their direct conveyance of our tea to the ports on the Black Sea, and the approach to Odessa and Batoum seemed likely to be difficult, the old conditions have now set in and a good deal of our tea is being sent to Odessa by transshipment at Suez, while the Danish section of the East Asiatic Company's steamers still carry Ceylon tea to the Baltic for exportation, too. Up to the 17th instant (April) Ceylon has already sent 3,773,463 lbs. black tea, and 60,995 lbs. green tea, to Russia this year, a quantity which in both cases exceeds that for the same period last year. There have been very large shipments recently, too.

## THE FILTHIEST TOWN ON EARTH.

A most vivid and striking description is given by the *Times* special correspondent with the Tibet Mission of the town of Phari, through which the mission passed on its way to Gyantse. It is so graphic that it would be a pity to cut it down, and consequently we give it in full. The writer says:—

The headquarters mess with the mission includes several men whose experience of the outlying places of the world it would be difficult to equal round another table. But by common consent Phari is the filthiest town on earth. This is a charge so frequently made that it may be worth while justifying the right of Phari to the position. But first let it be said in fairness that there are more than a few reasons why, racial peculiarities apart, the inhabitants of this town are of necessity dwellers in dirt. In the first place, with the exception of Quito, which is on the actual equator, Phari, at a height of 15,000ft., is probably the highest town that is worthy of the name in the world. The cold is consequently fearful, a nightly temperature ranging in this month rather downwards than upwards from—3deg. F. being often joined with a merciless grid-iron cold wind from the north. Cold is admittedly an excuse for dirt, but it is not cold only that palliates the filth of Phari. At this altitude the least exertion brings on breathlessness and apathy. To put on a pair of boots and gaiters is often a serious exertion for the newcomer, and it is not perhaps to be expected that the good people of Phari should go out of their way to secure by uncleanliness a sanitation and a cleanliness which appeal to them as little as to other Tibetans. Indeed, it may be that any others of that uncleanly race would under similar circumstances attain an equal degree of dirt. The absence of trees, compelling the wretched people here to use argol or dried yak dung as their only fuel, is another contributory cause. The heavy grey-blue fumes of these fire coals coat the interior of the squat houses with a layer of soot which it would be useless labour to remove. Water is almost non-existent, except during the melting of the snow, and so far at least as the women are concerned, the dirt which seems their faces is not perhaps unwelcome, as a stern law compels the disfigurement with kutch (or raddle resembling dried blood) of the brows and cheeks of all married women in Tibet.

Having thus pleaded the cause, I have now to explain the effects of this want of cleanliness upon the town of Phari. The collection of soil-bull horns, one or at most two stories in height, covers under the southern wall of the Jong for protection against the bitterest wind. The houses themselves prop each other up. Rotten and misplaced beams project at intervals through the black layers of peat, and a few small windows lined with crazy black match-board sometimes distinguish an upper from the lower floor. The door stands open, closed perhaps at night with three black planks; a couple of traverses, and a padlock. Inside the black gloom of argol smoke coats everything. A brass cooking pot or an iron hammer, cleaned of necessity by use, catches the eyes as the only thing in the room of which one sees the real colour. A blue haze fills the room with acrid and penetrating violence. In the room beyond the meal is being cooked, and a dark object stands aside as one enters. It is a woman barely visible in the dark. Everything in the place is coat-d and grimed with filth. At last one distinguishes in a rude cradle and a blanket, both as black as everything else, a waxen-faced baby. How the children survive is a mystery. It is the same in every house. Nothing has been cleaned since it was made, and the square hole in the flat roof, which serves to admit light and air and occasionally to emit smoke, looks down upon practically the same interior in a thousand hovels.

But it is the exterior of the houses that strikes one most. Let it be said at once that in the best quarter of the town, that in which the houses are two-storied, the heaped-up filth—dejects and rejecta alike—rises to the first-floor windows, and a hole in the mess has to be kept open for access to the door. It must be seen to be believed. In the middle of the street, between the two banks of filth and offal, runs a stinking channel, which thaws daily. In it horns and bones and skulls of every beast eaten or not eaten by the Tibetans—there are few of the latter—lie till the dogs and ravens have picked them clean enough to be used in the mortared walls and thresholds. The stench is fearful. Half-decayed corpses of dogs lie crumpled up with their mangy but surviving brothers and sisters, who do not resent the ravens. Here and there a stagnant pool of filth has partially dried the warmth, and carrion, voracious rags, and bones, are set round it in broken yellowish ice. In the middle the brown patch is iridescent. A cariled and filthy torrent flows through the market place, and half-breed yaks shove the sore-eyed and mouth-ulcered children aside to drink at it. The men and women, clothes and faces alike, are as black as the peat walls that form a background to every scene. They have never washed themselves. They never intend that it is impossible to describe reduces what would otherwise be a clear, sallow-skinned, but good complexioned race to a collection of foul and grotesque negroes.

And the disgust of all this is heightened. At the end of the streets, hanging in mid-air above this nest of mephitic filth, the cold and almost saintlike purity of the everlasting snows of Chumolari—a huge wedge of argent a mile high—puts to perpetual shame the dirt of Phari.

Some years ago a leading London paper announced in its "Court" column that the Persian Ambassador had been introduced to the Queen, and presented his "creditors" to her Majesty. However much he might have liked to get rid of them in this way, one can hardly fancy the Queen accepting them "graciously," as she was reported to have done. Of course, the word ought to have been "credentialed."

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(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

## BRITAIN, FRANCE, AND MOROCCO.

## A GERMAN VIEW.

A German correspondent writes to us:—During the last nine months, every now and then, a report was circulated that England and France had come to an agreement about a French protectorate over Morocco. The latest version is that England was going to concede to France a full supremacy in Morocco under the condition that Tangiers and its surroundings should be declared neutral territory. We cannot assign much credit to this bit of news. For it is obvious that a neutralisation treaty about Tangiers would have no practical value for England if France established herself as mistress of the whole Sultanate around this port. The Suez Canal is "neutral" by international agreement; but nobody doubts that England would block it at the very moment when important English interests should demand such a measure. As long as England keeps up her dominion in the Hinterland of the Canal, she would be in a position at a moment's notice to give effect to her declaration of a state of blockade. In the same way France could, if Ceuta or Tetuan were left in her undisputed possession, within a few days occupy Tangiers by a *coup-de-main*, and then make impossible or at least dangerous for English warships and merchantmen to pass the Straits of Gibraltar. The free passage through these Straits is, however, of paramount importance for British interests in all parts of Asia; England cannot risk to be, in certain circumstances, inconvenienced at this strategically invaluable point. A mere declaration on paper that Tangiers is to be neutral would be of no value for England. The least she would have to insist upon would be a stipulation that France should exorcise her much coveted protectorate in Morocco without quartering considerable masses of troops in any part of the whole country. If that would be agreed on, the whole French protectorate would reduce itself to an empty title, like Turkey's rights of suzerainty. With such an inanity the French Colonial politicians would never be satisfied, their ambition being directed on a well-rounded North-African Empire, in an uninterrupted stretch from the Bay of Biserta to Cape Nun. But, even quite apart from the Gibraltar Straits question, the realisation of their dream of making the whole western basin of the Mediterranean practically a French lake could not be to the liking of English politicians. For the further expansion of the French dominion on the southern shores of the Mediterranean would involve the danger that Spain and Italy might sink into a certain political vassalage towards the French Republic. Nevertheless there can be no disputing the point that a solution of the Morocco problem will have to be found. On the not very distant day when the tottering Sultanate will be overthrown, the European powers will be compelled, for the sake of their commercial interests, to step in and prevent a reign of anarchy in those wide regions. England has a legitimate interest to protect a solution as long as possible, especially if, as at present, an arrangement is proposed that might have such a dangerous effect on the maintenance of a free passage through the Straits of Gibraltar.

## SHIPPING NOTES.

## WEATHER.

The s.s. *An Pho* (from Saigon with 1,400 tons of rice) reports moderate winds, high sea and fine. The China Merchants' s.s. *Chi Yuen*, from Shanghai yesterday, reports fine and clear to Breaker Point, thence to port foggy. The P. & O. s.s. *Formosa* from Foochow reports foggy weather.

## ACCIDENT TO A SHIRE LINER.

The Shire liner *Monmouthshire* ran ashore in the Breaker Channel a few days ago. She was brought to Kobs extensively damaged, and docked.

## THE N. D. L.

The report of the North German Lloyd for 1903 states that the East Indian coasting traffic at present is served by 14 lines of the Lloyd, which are enumerated in the report. It is added that although unfavourable periods were experienced in that business in 1903, the hope may be entertained that in 1904 more favourable results will set in. The Bangkok line—Singapore-Bangkok and Bangkok-Hongkong—suffered in consequence of the unfavourable rice crop in Siam; on the other hand, the goods transit traffic from Singapore to Bangkok has improved. The new steamer *Borneo*, running between Hongkong and British North Borneo, has given favourable results, especially in the wood traffic; also the results of the Singapore-British North Borneo line have been satisfactory.

## MISCELLANEOUS.

The s.s. *Eclipse* arrived from New York yesterday with a full cargo of case-oil for the Standard Oil Company.

The s.s. *Heathorn* arrived from Moji yesterday with 6,867 tons of coal for Messrs. Bradley & Co.

The *Chowat* arrived from Bangkok with 1,400 tons of rice and 55 tons of timber for Messrs. Butterfield & Swire.

The Hamburg-America s.s. *Theodor Wille* arrived from Hamburg yesterday with 5,000 tons of cargo for the Far East. She had, by the way, 50 cases of cartridges. Out of this great cargo Hongkong receives 1,500 tons.

The s.s. *Mathilde* arrived from Tournon yesterday with 1,100 tons of general cargo for this port.

The *Takung* from Bangkok brought 1,708 tons of rice from Messrs. Jardine, Matheson & Co.

The *Carl Monzell* arrived from Newchwang yesterday with cargo for the East Asiatic Trading Co.

STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Vancouver at 7.30 p.m. on the 10th inst.

The P. & A. steamer *Indrapura* left Moji on the 10th inst., and may be expected here on the 15th inst.

The Indo-China steamer *Kamsang* left Calcutta for this port via the Straits on the 7th inst., and may be expected here on the 23rd inst.

The P. & O. steamer *Tientsin* left Singapore for this port on the 10th inst., at 6 a.m.

The O.S.S. & C.M. steamer *Aganemnon*, from Pacific coast via Japan, is due here on the 27th inst. from Moji.



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Hongkong, 18th February, 1904. [8]







## INTIMATIONS

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SINGAPORE.

Hongkong, 7th May, 1904.

[640]

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A SPECIALITY, AND AT PRICES  
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WITH ANY OTHER PRINTING ESTA-  
BLISHMENT IN THE FAR EAST.  
ESTIMATES FURNISHED.

Hongkong, 1904.

## HAMBURG LETTER.

[FROM OUR OWN CORRESPONDENT.]

Hamburg, 15th April.

At the risk of repeating much of what your readers may already have seen in other news-papers I purpose giving them a short résumé of the latest publication (the second) of the General Staff in Berlin on the war in South Africa, beginning with the landing of Lord Roberts and Kitchener at the Cape and ending with the capture of Bloemfontein. A few pages of criticism are added to each chapter, which I do not feel competent to discuss, but which I do not think I ought to pass over altogether. An ever-recurring reproach to the British officers and men is that of want of watchfulness and of remissness in reconnoitring, particularly in distant scouting. British officers, it is asserted, have frequently been heard to say that they much preferred being occasionally in a tight hole to the weary and fatigues of constant scouting. The writer on this side is to be a most dangerous principle, and one for which they have had to pay dearly during the campaign. To it he attributes most of the reverses and surprises of which there have been so many and the great number of favourable opportunities lost, opportunities of which advantage has not been taken; for instance, the loss of their stores and wagons at Waterwal by the 14th Division on Feb. 15, 1900; the immunity with which Gen. Cronje was allowed to effect his retreat on Paardeburg in the night of the 15th-16th Feb. right across the front of the 6th Division at a distance of only a couple of miles, when a spirited attack might have annihilated his army completely, enmeshed as it was with women and children and a long train of wagons; then again, the ignorance as to the exact whereabouts of the Boers displayed by some of the several bodies of troops, as they converged upon Cronje's position on the Modder River, &c. On the whole, however, he speaks well of both officers and men, praising their discipline, their pluck, and their endurance, and dwelling at length on the humane spirit which they manifested on all occasions. With regard to this, I quote the following passage which, coming from so high an authority, should for ever silence the slanderous reports spread by the Continental Press during the war, and still believed by a great number of people abroad. The writer states (page 62) that he feels it to be his duty as a conscientious historian to contradict the false accounts of an ill-informed Press, and to declare from a full knowledge of the facts that the conduct of the British troops in their encounters with organised bodies of the enemy, such as they were in the beginning of the war, made proof of the same humane and chivalrous feeling as was shown by the Boers. Later on, when the Boers were organised and the ill-considered levies of the Burgheers lost all cohesion and appeared more in the character of irregular combatants than of a regular army, the border-line between organised forces and a hostile population became more and more effaced, and the feelings of the British soldiers naturally more embittered. That the British commanders under the circumstances adopted stronger measures was not only justifiable, but absolutely necessary, and in having recourse to reprisals of increasing severity, that may have sometimes seemed to border on harshness, the military authorities acted from a sense of duty, desirous of protecting the lives of their soldiers in every way. Besides military history teaches us that the longer a war lasts the greater grows the animosity and bitterness of feeling on both sides, blunting all humane and chivalrous sentiments. Such will always happen in long protracted campaigns, even in the best disciplined armies, and it is all the less surprising in this instance, when it is borne in mind that the irregular bodies raised on the spur of the moment could not possibly be imbued with the same military feeling as the trained British soldier. Excesses committed by individuals of a brutal character are inevitable in war.

Of the military qualities of Lord Roberts and Lord Kitchener the writer speaks in terms of high praise, besides expressing great admiration for the incessant care of the former for the welfare of the troops—which at times was carried to extremes, when he seemed to shrink from a great sacrifice of lives even where circumstances seemed to demand it—and for the indomitable energy of the latter. The reorganisation of the transport and commissariat services, which they found to be absolutely necessary on landing at the Cape, he considers to have been eminently successful, for only on rare occasions, and under great stress of circumstances, did a hitch in the provisioning of the troops occur, which, taking into account the enormous difficulties they had to contend with, a thousand miles away from their base of operations, in a country where railways were few and those partly destroyed by the enemy, and at all times exposed to sudden raids, and where good roads were scarce, does great credit to the officers in charge of those departments.

Lord Roberts's endeavours to increase the number of mounted troops at his disposal meets with unqualified approval, but it is thought that by taking away the divisional cavalry and forming separate divisions of horse he deprived the different bodies of troops of the means of obtaining information and of remaining in touch with the enemy and with each other.

There were three roads leading to Bloemfontein, one by the Orange River and Sprenfontein, another by Bethulie and Norval's Post, and a third one by Kimberley. In choosing the last named Lord Roberts was no doubt acting from a knowledge of the enormous difficulties which the other two presented to the provisioning of the army, and the selection is approved of by the critic, but that he should have made the relief of Kimberley his foremost object is blamed from a strategic point of view; it was time lost, for the town was in no immediate danger whilst a rapid advance into the Orange Free State would have compelled the Boers to raise the siege of their own accord. It is to be assumed, however, that the General was acting under pressure from home.

Amongst the accounts of the various encounters with the enemy during the advance General French's cavalry charge at Klip Drift occupies a prominent place. As the writer says, "the two front brigades, in open order, followed at a few hundred yards distance by the third, enveloped in clouds of dust rushed across the field a grand sight unfolded itself before the eyes of the 6th Division, who looked on with bated

breath; the tension was extreme; would not this daring deed lead to the destruction of the whole of those gallant horsemen? But before the spectators had had time to fully realise the danger of the situation the dust raised by the hoofs of several thousand horses had cleared away, revealing the three brigades reforming in the rear of the position so lately occupied by the enemy. The writer considers this charge one of the most remarkable incidents of the war, it being the first and only time that a large body of cavalry was launched against infantry. The signal success of the movement he thinks warrants the conclusion that, in spite of the long range of modern firearms, occasions may arise when masses of horse may still be used with advantage.

The retreat of General Cronje along the Modder River towards Paardeburg which followed the relief of Kimberley, is told at length, but the history of it is so well known that I need not dwell upon it here. The Berlin critic is of opinion that the general chose the least promising line and that by taking a more northerly course he might possibly have avoided the British, but that, having made the mistake, he ought to have followed the advice of General De Wet and others and at least have attempted to break through the enemy's lines. He might have been obliged to leave women and children as well as the greater part of his stores behind, and this consideration, knowing the character of his followers and their peculiar notions of warfare as he did, may have caused him to refrain. More than one favourable opportunity presented itself, and there can be little doubt that, if he had chosen to try, he would have succeeded and would have avoided disaster, from the moral effects of which the Boers never entirely recovered. General De Wet expresses a similar opinion in his book on the war, in which he says that it may have been asking too much of the brave general in desiring him to abandon his camp and all, and to attempt to fight his way out with his mounted men alone. He seemed to consider it his duty to stand or fall with it, never contemplating the serious consequences an eventual surrender might have. He never imagined that he would extinguish the courage of many of the burghers, and that it would be the principal cause of that indecisive plan which seized all the camps, not only in the immediate neighbourhood but as far as Colaberg, and even Ladysmith. Discouragement and dejection showed plainly on all faces, and I am not saying too much in asserting that its effects continued to make themselves felt up to the end of the war.

In relating the events which preceded the surrender, the writer does full justice to Lord Kitchener's error in hastening up the various divisions and brigades, and to his determination to attack Cronje's camp on the Modder River without delay, and to his consequent over-estimation of his own forces. He is of opinion that the Boer leaders were harrrying to the rescue; but he thinks his dispositions on the first day were not well thought out, the movements of the different bodies of troops as they advanced lacking cohesion; the firing after getting to, say, 500 to 600 yards from the enemy's lines, was far too far off, not sufficiently well sustained to prepare the way for the final charge, which consequently failed.

When at last General Cronje had surrendered unconditionally the exhausted state of his army and the wretched condition of the horses, more particularly, did not permit Lord Roberts to take advantage of the disorganised state of the Boers and to continue his march on Bloemfontein at once. Besides, the necessity of provisioning the army for at least a week ahead, as the country itself could supply but little, rendered a halt imperative.

The enemy availed himself of this pause to take up a strong and well-fortified position near Poplar Grove, but when the British troops, after their rest, resumed their advance the Boers offered little resistance but, demoralised as they still were, fled in almost a panic, in spite of the strenuous endeavours of their leaders to bring them to a stand. Presidents Kruger and Steyn, who had arrived on the scene of action in order to inspire them with fresh confidence, narrowly escaped being taken prisoners by the English. Unfortunately the condition of the cavalry was still such as to forbid an effective pursuit, and the Boers once more had time given them to rally and take up a fresh position.

The Boers were marching on Bloemfontein in three columns, of which the one on the left was commanded by General French, General Kelly-Kenny leading the van with the 9th Division. He found the enemy strongly entrenched near Driefontein, determined to arrest his advance. Their spirits had indeed risen to such a degree that, according to the statement of a German officer fighting on their side, they no longer presented the appearance of a scared and discomfited body of irregulars, but almost that of disciplined troops. General Kelly-Kenny, perceiving that the Boers were prepared to offer serious resistance, tried to communicate with General French, but in vain. Finding himself left to his own resources he accepted the responsibility, and without delay gave his orders for the attack. He handled his men so skillfully that the German critic calls it masterly (exemplary), and that the Boers after a stubborn fight were forced to retire.

Once more General De Wet and other leaders tried to make a stand behind entrenchments thrown up in haste in the immediate vicinity of the capital, but the burghers had lost heart; they retreated precipitately, and the British army was allowed to enter Bloemfontein without firing another shot. Had Lord Roberts been in a position to follow up the advantage gained, by a rapid march on Pretoria, the war might have been brought to a speedy termination. But this was impossible under the circumstances; the provisioning of the troops, the necessity of devising measures for the security of his lines of communication, and the enormous loss of cavalry horses during the advance, hampered his movements and obliged him to remain at Bloemfontein for the moment. The struggle was destined to go on for another two long years.

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## NOTICE TO CONSIGNEES.

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vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo:—

From London, &amp;c., ex s.s. India and

Sunda.

From Calcutta, ex s.s. Sonali.

From Persian Gulf, ex s.s. B. I. S. N.

and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

5 P.M., To-day, the 6th inst.

Goods not cleared by the 13th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignee's and  
the Company's representatives at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th May, 1904. [1]

## NAVIGAZIONE GENERALE

ITALIANA.

(Florio and Rubattino United Companies.)

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCIFIA."

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., whence delivery

may be obtained. Perishable Goods to be

taken delivery of immediately.

All damaged packages must be left in the

Godowns, and a certificate obtained from the

Godown Company, within seven days after the

vessel's arrival here, after which no claims will

be recognised.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the

12th instant, will be subject to rent.

CARLOWITZ &amp; CO.,

Agents.

Hongkong, 5th May, 1904. [4]

## NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"OLDENBURG,"

OF THE NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 10 A.M.,

To-day, the 10th inst.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 16th May, will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on Monday, the 16th May, at 9.30 A.M.











## POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

The *Sachsen*, with the German mail of the 12th April, left Singapore on Saturday, the 7th inst., at 9 a.m., and may be expected here this evening.

The *Korea*, with the American mail of the 16th ult., left Yokohama on Thursday, the 6th inst., and may be expected here on or about Friday, the 15th inst.

The *Australia*, with the French mail of the 15th ult., left Singapore on Monday, the 9th inst., at 9 a.m., and may be expected here on or about Monday, the 16th inst. This packet brings replies to letters despatched from Hongkong on the 12th March.

**MAILS WILL CLOSE**

FOR	PER	DATE.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Coptic	Thursday, 12th, Printed Matter and Sam- ples ..... 10.00 A.M. Registration ..... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45) A.M. Letters ..... 11.00 A.M.
Maeco	Heangshan	Thursday, 12th, 1.15 P.M.
Shanghai	Poochow	Thursday, 12th, 3.00 P.M.
Shanghai	Kwungah	Thursday, 12th, 3.00 P.M.
Singapore, Penang and Colombo	Formosa	Thursday, 12th, 4.00 P.M.
Kohsichang and Singapore	Artemisia	Thursday, 12th, 4.00 P.M.
Hollow and Haiphong	J. Deiderlaen	Thursday, 12th, 5.00 P.M.
Canton	Kinsnar	Thursday, 12th, 5.00 P.M.
Namtao	Taichuan	Thursday, 12th, 5.00 P.M.
Sanbae	Hoifu	Thursday, 12th, 5.00 P.M.
Maeco	Wingchai	Thursday, 12th, 5.00 P.M.
Kongmoon, Kumohuk and Samshui	Lintan	Thursday, 12th, 5.00 P.M.
Canton	Hankow	Friday, 13th, 7.30 A.M.
Singapore, Penang and Bombay	Iechia	Friday, 13th, 11.00 A.M.
Maeco	Heangshan	Friday, 13th, 1.15 P.M.
Manila	Longsang	Friday, 13th, 3.00 P.M.
Shanghai	Whampoa	Friday, 13th, 3.00 P.M.
Yokohama and Kobe	Changsha	Friday, 13th, 3.00 P.M.
Kongmoon, Kumohuk and Samshui	Tak Hing	Friday, 13th, 5.00 P.M.
Canton	Poonan	Friday, 13th, 5.00 P.M.
Namtao	Taichuan	Friday, 13th, 5.00 P.M.
Sanbae	Hoifu	Friday, 13th, 5.00 P.M.
Maeco	Wingchai	Friday, 13th, 5.00 P.M.
Canton	Hoonm	Saturday, 14th, 7.30 A.M.
Manila	Binoado	Saturday, 14th, 9.00 A.M.
Manila	Rubi	Saturday, 14th, 9.00 A.M.
Canton	Heangshan	Saturday, 14th, 1.15 P.M.
Nieggoo and Sh. ng. ai	Singan	Saturday, 14th, 3.00 P.M.
Kobe	Glenartney	Saturday, 14th, 5.00 P.M.
Namtao	Taichuan	Saturday, 14th, 5.00 P.M.
Sanbae	Hoifu	Saturday, 14th, 5.00 P.M.
Maeco	Wingchai	Saturday, 14th, 5.00 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Mel- bourne	Empire	Saturday, 14th, 5.00 P.M.
Swatow, Amoy and Tamsui	M. Struce	Sunday, 15th, 9.00 A.M.
Namtao	Taichuan	Sunday, 15th, 9.00 A.M.
Sanbae	Hoifu	Sunday, 15th, 9.00 A.M.
Maeco	Wingchai	Sunday, 15th, 9.00 A.M.
Kongmoon, Kumohuk and Samshui	Lintan	Sunday, 15th, 9.00 A.M.
Canton	Kinsnar	Sunday, 15th, 9.00 A.M.
Amoy, Straits and Bangkok	Pundua	Monday, 16th, 11.00 A.M.
Kongmoon, Kumohuk and Samshui	Tak Hing	Monday, 16th, 5.00 P.M.
EUROPE &c., India via Tattorian. (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Polynesian	Tuesday, 17th, Printed Matter and Sam- ples ..... 10.00 A.M. Registration ..... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ..... 11.00 A.M.
Singapore, Penang and Calcutta	Sutong	Tuesday, 17th, 2.00 P.M.
Manila	Sungkiang	Tuesday, 17th, 3.00 P.M.
Cebu and Iloilo	Wichang	Tuesday, 17th, 3.00 P.M.
Swatow, Chefoo and Tientsin	Kansu	Wednesday, 18th, 3.00 P.M.
Manila	Zafiro	Saturday, 21st, 9.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Vic- toria and Vancouver (B.C.).	Tartar	Saturday, 21st, 10.00 A.M.
EUROPE, &c., India via Tattorian. (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Chusan	Saturday, 21st, Printed Matter and Sam- ples ..... 10.00 A.M. Registration ..... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)

# COMMERCIAL.

CLOSING QUOTATIONS.		11th May.
<b>ON LONDON.—</b>		
Telegraphic Transfer	.....	1/9 1/2
Bank Bills, on demand	.....	1/9 1/2
Bank Bills, at 30 days' sight	.....	1/9 1/2
Bank Bills, at 4 months' sight	.....	1/9 1/2
Credits, at 4 months' sight	.....	1/10 1/2
Documentary Bills, 4 months' sight	.....	1/10 1/2
<b>ON PARIS.—</b>		
Bank Bills, on demand	.....	227
Credits, at 4 months' sight	.....	231
<b>ON GERMANY.—</b>		
On demand	.....	185
<b>ON NEW YORK.—</b>		
Bank Bills, on demand	.....	44 1/2
Credits, 60 days' sight	.....	44 1/2
<b>ON BOLEAY.—</b>		
Telegraphic Transfer	.....	135
Bank, on demand	.....	135 1/2
<b>ON CALCUTTA.</b>		
Telegraphic Transfer	.....	135
Bank, on demand	.....	135 1/2
<b>ON SHANGHAI.—</b>		
Bank, at sight	.....	7 1/2
Private, 30 days' sight	.....	7 1/2
ON YOKOHAMA.—On demand	.....	88 1/2
ON MANILA.—On demand	.....	Nomin.
ON SINGAPORE.—On demand	.....	Nomin.
ON BATAVIA.—On demand	.....	108 1/2
ON HAIPHONG.—On demand	.....	24 p.c.
ON SAIGON.—On demand	.....	24 p.c.
ON HONGKONG.—On demand	.....	62 p.c.
SOVEREIGNS, Bank's Buying Rate	.....	\$10.95
GOLD LEAF, 100 fine, per tael	.....	\$7.50
BAR SILVER, per oz.	.....	25 1/2
<b>OPIMUM.</b>		
Quotations are:—		27th April.
Allow 5% net, to cutters		
Malwa New	.....\$1000	to \$1020 per picul
Malwa Old	.....\$1000	to \$1080 "
Malwa Older	.....\$1120	to \$1140 "
Malwa V. Old	.....\$1180	to " "
Persian fine quality	\$890	to " "
Persian extra fine	\$910	to " "
Patzu New	.....\$1345	to " per chest
Batma Old	.....\$1352 1/2	to " "
Penares New	.....\$1345	to " "
Bumares Old	.....\$1337 1/2	to " "

### VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. steamer *Korea*, from San Francisco via Honolulu, left Yokohama for this port Inland Sea, &c., on the 5th inst.

THE FRENCH MAIL.

The M.M. steamer *Australien* left Singapore on the 9th inst., at 4 p.m., for this port Saigon.

THE INDIAN MAIL.

The Indo-China steamer *Kiangang* left for this port via the Straits on the 9th inst., and may be expected here on the 23rd inst.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* Vancouver on Monday, the 2nd inst., p.m., Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The C.N. steamer *Chengcha*, from Australia, left for this port on the 30th ult., and expected here on the 13th inst.

The C.C. steamer *Lobian* arrived at Yokohama on the 2nd inst. and left on the 3rd, should arrive at Hongkong on the 12th inst.

The E. & A. steamer *Eastern*, from Sydney

